

Road Choice™

TRUCK PARTS

HEAVY DUTY CLUTCH CATALOG



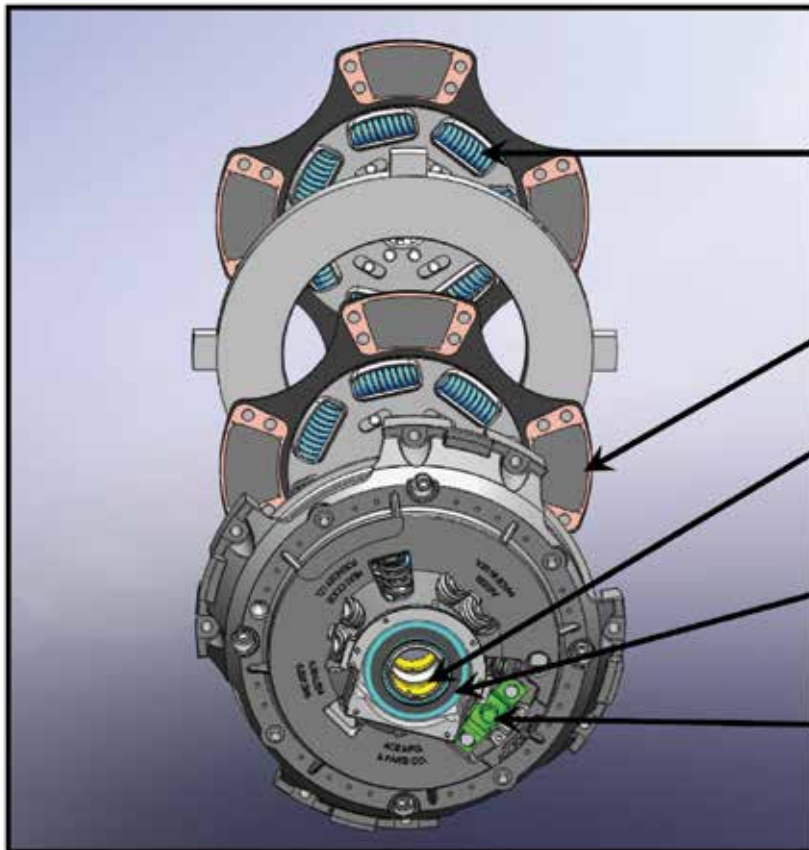
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- **No cores to handle**— Only new parts and assemblies are used. Road Choice clutch units are manufactured and assembled in the U.S.A.
- **The Road Choice™ EZ series clutch** requires up to 25% less pedal effort than an equivalent standard unit. A number of design and process patents contribute to achieve the soft pedal.
- **Dual adjust feature**— Every Road Choice clutch incorporates the EZ adjust feature and the manual adjust capability.
- **Disc springs**— Every Road Choice clutch unit is shipped with discs that contain chrome silicon, valve quality steel disc springs that have been cryogenically treated. This patented process virtually eliminates spring failure, increasing clutch life.
- **Friction Material**— Road Choice offers asbestos-free woven organic and sintered copper materials of high friction properties resulting in low wear and high reliability. Test results show a high coefficient of friction (COF) which increases torque capacity.
- **Fiber Brake Spacer**— Shipped free of charge in every new Road Choice clutch unit. The spacer is essential to achieve brake squeeze when the flywheel has been resurfaced.
- **State of the art assembly**— Every Road Choice clutch unit is shipped as a “serialized” matched unit and digitally recorded to the specific serial number.
- **Cast cover replacement**— Road Choice offers a cast cover replacement for the medium duty stamped steel “throw away” clutch.
- **Warranty**— All Road Choice clutch units offer 24 months and unlimited mileage warranty against defects in material and workmanship.

FEATURES & BENEFITS:



Patented cryogenically treated springs virtually eliminating disc spring failures

Proprietary copper based friction material

Bushings are pressed—then crimped into sleeve promoting longer bushing life

Sealed permanently lubed release bearing is standard on all Road Choice assemblies

Patented self locking adjuster, no lock to remove or depress—just turn to adjust

A PATENTED PROCESS



One of the many selling features of Road Choice EZ series clutch units is an exclusive patented process of Cryo treating the disc springs. Unlike most clutch manufacturers and rebuilders, a chrome-silicon, valve quality spring, is utilized. With the combination of higher quality steel and cryo treating, disc spring failure is virtually eliminated.

The cryogenic process involves taking springs slowly down to -300f. The temperature cycle is regulated by a computer controlled flow of nitrogen into the chamber where the parts are placed. After the disc springs are returned to room temperature they are placed in a tempering furnace and tempered to a setting of +300f/400f.

A variety of improvements are gained, such as stress relief, wear resistance, and fatigue life. Testing reflects an increase in spring life from 2 to 5 times that of an untreated spring.

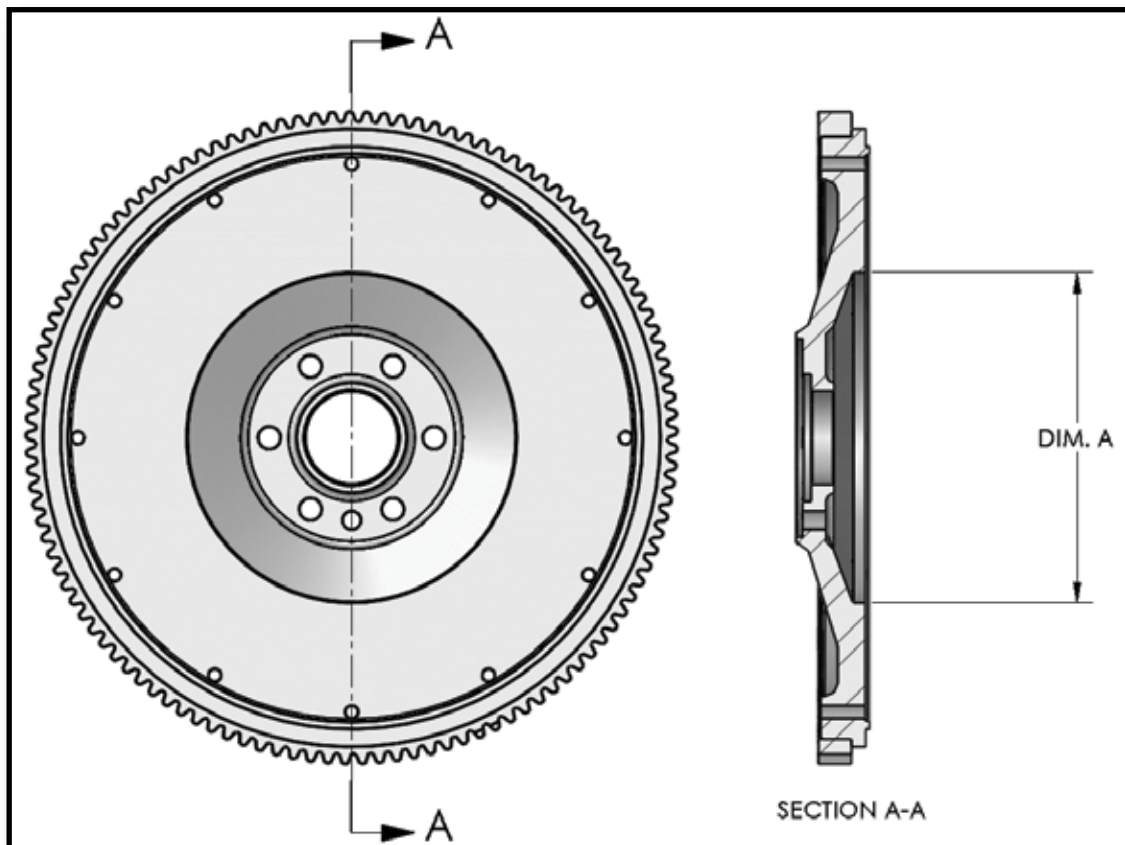
The Theory: The cryogenic process most commonly applies to heat treated steels. Heat treated steels are stronger and harder. Heat treating is a process of heating the steel, quenching in oil or water and draw tempering. Steel is comprised of austenite grain which is soft and weak. The quenching transforms the austenite into harder and stronger martensite. The martensite becomes too brittle in this state for most heat treated steels. By elevating the temperature again but to a lower than original temperature that it was originally tempered makes the martensite less brittle yet stronger and harder. During this process, the austenite is not completely changed into martensite. The "retained" austenite may still make up more than 5% of the quenched and tempered structure in the steel. By cryogenically treating the steel, the austenite is transformed into martensite so that the structure is 100% martensite. It is believed the cryogenic process causes atoms to diffuse or migrate to these voids and fill them, creating a more homogenous grain structure that aids in improved properties.

This process is also used for all tools such as dies, punches, drills, taps, broaches and cutting inserts. Depending on the parts being treated, a 50-300 percent increase in performance life of the tools is achieved.



1. Determine the size of the clutch. (14" or 15.5")
 2. If 15.5", then measure the center flywheel opening.
(Dimension *A in the illustration) Approximate flywheels sizes: 7", 8.5" or 10"
 3. Determine engine torque at current settings. (See Page 32-Torque Chart)
-
- A. If flywheel bore is 7", ONLY use an 8 spring disc.
 - B. If flywheel bore is 8.5", use a 10 spring disc.
 - C. If flywheel bore is 10", use a 7 spring or a 9 spring (*Mack).
 - D. If you have a 10" flywheel bore, DO NOT USE ORGANIC FACING. The facing I.D. will extend into the flywheel bore opening, not having full facing contact.

*ALSO FITS VARIOUS VOLVO MODELS. CHECK MANUFACTURE'S SPECIFICATIONS.



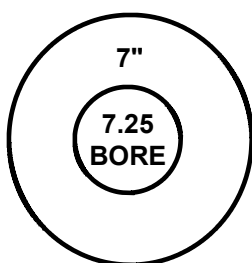
CLUTCH MODELS TO USE BY FLYWHEEL BORE SIZE

14" Clutches

All 14" clutches use 8 spring disc assemblies and can be used only with 7" flywheel bore size.

15-1/2" Clutches

Disc types will vary and are designed to be used with a specific flywheel bore size. Shown below are the Road Choice EZ and STANDARD clutch models designed for each bore size.



8 Spring Disc

Road Choice™ EZ Clutch choices

CLU20839177

CLU20839181

CLU20839182

Standard Clutch choices

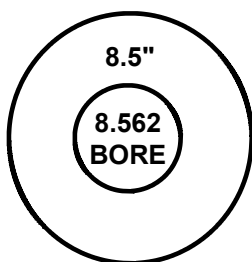
CLU10739077

CLU10739080

CLU10739177

CLU10739181

CLU10739182



10 Spring Disc

Road Choice™ EZ Clutch choices

CLU20839174

CLU20839178

CLU20839193

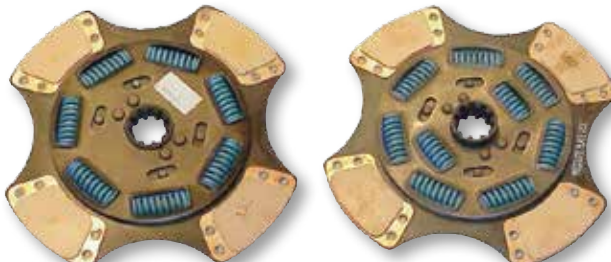
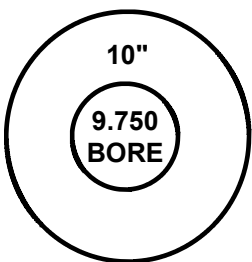
CLU20839193H

Standard Clutch choices

CLU10739174

CLU10739178

CLU10739193



7 & 9 Spring Disc

Road Choice™ EZ Clutch choices

CLU20892582

CLU20892582H

CLU20892532H

CLU20893551 (Mack Only)*

CLU20893551H (Mack Only)*

Standard Clutch choices

CLU10792582

CLU10793551 (Mack)

*ALSO FITS VARIOUS VOLVO MODELS. CHECK MANUFACTURE'S SPECIFICATIONS.

MANUAL ADJUST CLUTCHES ARE NOT RECOMMENDED FOR HYDRAULIC RELEASE SYSTEMS.

For non-standard requirements and/or selection of the specific model for a vehicle, follow the clutch selection procedure in the catalog.

Heavy Duty Clutch for Medium Duty Truck

14" x 1-3/4" For 14" Flat Flywheel, H.D. Cast Version of Stamped Steel

Dual Disc



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
900	2800	Ceramic 8 Spring 3 Pad Co - Ft	EZ	EZ	CLU1072378	



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
950	2800	Ceramic 8 Spring 4 Pad Co - Ft	EZ	EZ	CLU1072374	

Single Disc



**OUR COVERS ARE CAST,
NOT STAMPED STEEL!**



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
620	2800	Ceramic 8 Spring 3 Pad Co - Ft	EZ	EZ	CLU1076835	



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
680	2800	Ceramic 8 Spring 4 Pad Co - Ft	EZ	EZ	CLU1076834	

Note: These clutches are not adjusted for synchronized transmissions.

Heavy Duty Clutch for Medium Duty Truck

14" x 2" For 14" Flat Flywheel, H.D. Cast Version of Stamped Steel

Dual Disc



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
900	2800	Ceramic 8 Spring 3 Pad Co - Ft	EZ	EZ	CLU1076862	



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
950	2800	Ceramic 8 Spring 4 Pad Co - Ft	EZ	EZ	CLU1076864	

The Medium Truck Heavy Duty Clutch

DO YOU WANT
OLD TECHNOLOGY
STAMPED STEEL
LIMITED MILEAGE
"THROW AWAY" CLUTCH?

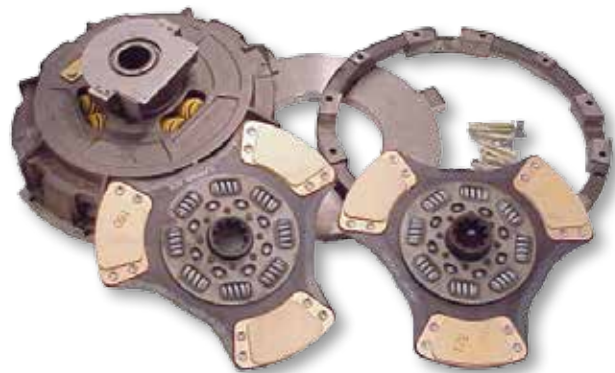
NO!



-OR-

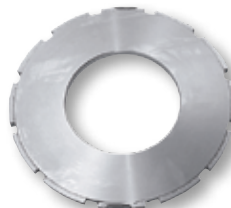
NEW TECHNOLOGY
EXTENDED MILEAGE
CLUTCH WITH CAST COVER!

YES!



Note: These clutches are not adjusted for synchronized transmissions.

14" x 1-3/4" Recess (Pot) Flywheel



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
1150	3600	Organic 8 Springs Co - Ft	EZ	DUAL	CLU10803582	
1150	3600	Organic 8 Springs Co - Ft	STD	STD	CLU10703582	



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
1400	3600	Ceramic 8 Springs 4 Pad Co - Ft	EZ	DUAL	CLU10806359	
1400	3600	Ceramic 8 Springs 4 Pad Co - Ft	STD	STD	CLU10706359	

VITON Sealed Pilot Bearings

Made with the High Performance Elastomer VITON

Excellent Resistance To:

- Petro Chemicals / Fluids
- Extreme Temperatures
- "NOW" A Minimum Requirement By all O.E.M'S.



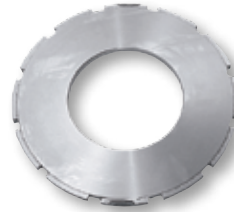
6306V



6306VM



14" x 2" Recess (Pot) Flywheel



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
1250	3600	Ceramic 8 Springs 3 Pad Co - Ft	EZ	DUAL	CLU10803461	
1250	3600	Ceramic 8 Springs 3 Pad Co - Ft	STD	STD	CLU10703461	

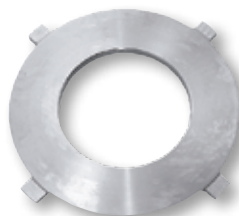


TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
1150	3600	Organic 8 Springs Co - Ft	EZ	DUAL	CLU10803482	
1150	3600	Organic 8 Springs Co - Ft	STD	STD	CLU10703482	



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
1400	3600	Ceramic 8 Springs 4 Pad Co - Ft	EZ	DUAL	CLU10805059	Heavy Duty Plate
1400	3600	Ceramic 8 Springs 4 Pad Co - Ft	STD	STD	CLU10705059	Heavy Duty Plate
1400	3600	Ceramic 8 Springs 4 Pad Co - Ft	EZ	DUAL	CLU10805069	Standard Plate
1400	3600	Ceramic 8 Springs 4 Pad Co - Ft	STD	STD	CLU10705069	Standard Plate

8 Spring 7" Flywheel Bore

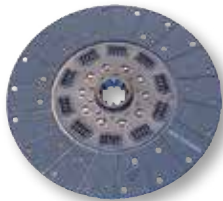
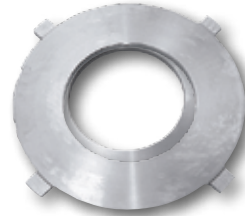


TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
1250	3600	Organic 8 Springs Co - Ft	EZ	DUAL	CLU20839177	
1250	3600	Organic 8 Springs Co - Ft	STD	STD	CLU10739177	
1400	4000	Organic 8 Springs Co - Ft	EZ	DUAL	CLU20839182	
1400	4000	Organic 8 Springs Co - Ft	STD	STD	CLU10739182	



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
1400	3600	Ceramic 8 Spring 4 Pad Co - Ft	EZ	DUAL	CLU20839181	
1400	3600	Ceramic 8 Spring 4 Pad Co - Ft	STD	STD	CLU10739181	

10 Spring 8.5" Flywheel Bore



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
1450	4000	Organic 10 Spring Co - Ft	EZ	DUAL	CLU20839178	
1450	4000	Organic 10 Spring Co - Ft	STD	STD	CLU1073918	

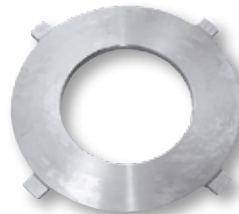


TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
1650	3600	Ceramic 10 Spring 4 Pad Co - Ft	EZ	DUAL	CLU20839174	
1650	3600	Ceramic 10 Spring 4 Pad Co - Ft	STD	STD	CLU10739174	
1860	4000	Ceramic 10 Spring 4 Pad Co - Ft	EZ	DUAL	CLU20839193	
1860	4000	Ceramic 10 Spring 4 Pad Co - Ft	STD	STD	CLU10739193	



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
2050	4000	Ceramic 10 Spring 6 Pad Co - Ft	EZ	DUAL	CLU20839193H	

7 Spring 10" Flywheel Bore



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
1700	3600	Ceramic 7 Spring 4 Pad Co - Ft	EZ	DUAL	CLU20892582	
1700	3600	Ceramic 7 Spring 4 Pad Co - Ft	STD	STD	CLU10792582	



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
2050	4000	Ceramic 7 Spring 6 Pad Co - Ft	EZ	DUAL	CLU20892582H	
2250	4500	Ceramic 7 Spring 6 Pad Co - Ft	EZ	DUAL	CLU20892532H	

15 1/2" x 2" 9 Spring 10" Flywheel Bore



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
1700	3600	Ceramic 9 Spring 4 Pad Co - Ft	EZ	DUAL	CLU20893551	*Mack Only
1700	3600	Ceramic 9 Spring 4 Pad Co - Ft	STD	STD	CLU10793551	Mack Only



TORQUE	PLATE LD	DISC STYLE	PEDAL	ADJ	PART NUMBER	COMMENTS
2050	4000	Ceramic 9 Spring 6 Pad Co - Ft	EZ	DUAL	CLU20893551H	*Mack Only

*ALSO FITS VARIOUS VOLVO MODELS. CHECK MANUFACTURE'S SPECIFICATIONS.



DESCRIPTION	TORQUE	PLATE LD	DISC STYLE	PART NUMBER	COMMENTS
310MM – 6 Spring	400	2400	1-1/2" - 6 Springs 4 Pad	CLU1076061	



DESCRIPTION	TORQUE	PLATE LD	DISC STYLE	PART NUMBER	COMMENTS
350MM – 8 Spring	500	2400	1-1/2" - 8 Springs 4 Pad	CLU1076211	
350MM – 8 Spring	500	2400	1-3/4" - 8 Springs 4 Pad	CLU1076202	

Caterpillar

Road Choice CATALOG # FLY4P4797	DESCRIPTION	APPLICATION
	15" FLAT FLYWHEEL 10" BORE 12 MOUNTING BOLT HOLES *USE 7 SPRING CLUTCH BEARING (6306) 20" RING GEAR 113 TEETH RING GEAR # AF4N2514	CAT 3406/3406E
Road Choice CATALOG # FLY9Y9311	DESCRIPTION	APPLICATION
	14" FLAT FLYWHEEL 7" BORE 10 MOUNTING BOLT HOLES *USE WITH 8 SPRING CLUTCH BEARING (6305) OR (6206) RING GEAR # AF9L8113 RING GEAR #968113 17" RING GEAR 134 TEETH	CAT 3208
Road Choice CATALOG # FLY1265875	DESCRIPTION	APPLICATION
	14" FLAT FLYWHEEL 7" BORE 8 MOUNTING BOLT HOLES 1 DOWEL PINHOLE BEARING (6206) 17" RING GEAR 134 TEETH RING GEAR # 7W5095	CAT 3116/3126
Road Choice CATALOG # FLY4P8515	DESCRIPTION	APPLICATION
	15" FLAT FLYWHEEL 10" BORE 8 MOUNTING BOLT HOLES USE 7 SPRING CLUTCH BEARING (6306) 20" RING GEAR 113 TEETH	CAT 3176, C10, C12
Road Choice CATALOG # FLY2569653	DESCRIPTION	APPLICATION
	15" FLAT FLYWHEEL 10" BORE 12 MOUNTING BOLTS USE 7 SPRING CLUTCH BEARING (6306) 20" RING GEAR 113 TEETH	CAT C15, C16, C18

Cummins

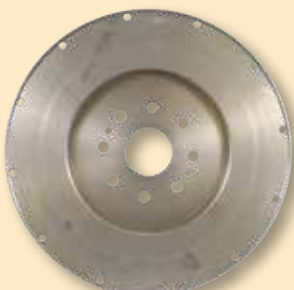
Road Choice CATALOG # FLY3016495	DESCRIPTION	APPLICATION
	14" POT FLYWHEEL 7" BORE 6 MOUNTING BOLT HOLES *USE 8 SPRING CLUTCH BEARING (6306) DRIVE PINS NOT INCLUDED 17" RING GEAR 103 TEETH RING GEAR # AF4797	CUMMINS NT855 SMALL CAM BIG CAM

Road Choice CATALOG # FLY3680922	DESCRIPTION	APPLICATION
	15" FLAT FLYWHEEL 10" BORE 12 MOUNTING BOLTS USE 7 SPRING CLUTCH BEARING (6306) 20" RING GEAR 113 TEETH	CUMMINS ISX

Road Choice CATALOG # FLY3042787	DESCRIPTION	APPLICATION
	14" POT FLYWHEEL 7" BORE 8 MOUNTING BOLT HOLES *USE 8 SPRING CLUTCH BEARING (6306)DRIVE PINS NOT INCLUDED 17" RING GEAR 103 TEETH RING GEAR # AF4797	CUMMINS L10/M11

Cummins

Road Choice CATALOG # FLY3071535	DESCRIPTION	APPLICATION
	15" FLAT FLYWHEEL 10" BORE 6 MOUNTING BOLT HOLES *USE 7 SPRING CLUTCH BEARING (6306) 17" RING GEAR 103 TEETH RING GEAR # AF4797	CUMMINS NT855 N14

Road Choice CATALOG # FLY3071615	DESCRIPTION	APPLICATION
	15" FLAT FLYWHEEL 10" BORE 8 MOUNTING BOLT HOLES *USE 7 SPRING CLUTCH BEARING (6306) RING GEAR # AF4797 17" RING GEAR 103 TEETH	CUMMINS M11

Road Choice CATALOG # FLY3921263	DESCRIPTION	APPLICATION
	14" FLYWHEEL 7" BORE 8 MOUNTING BOLT HOLES *USE 8 SPRING CLUTCH BEARING (6206) RING GEAR # AF3903309 173 TEETH	CUMMINS 5.9-B

Detroit

Road Choice CATALOG # FLY23509709	DESCRIPTION	APPLICATION
	15" FLAT FLYWHEEL 10" BORE 12 MOUNTING BOLT HOLES *USE 7 SPRING CLUTCH BEARING (6306) 20" RING GEAR 118 TEETH RING GEAR # AF5166664	DETROIT SERIES 60

Road Choice CATALOG # FLY8922126	DESCRIPTION	APPLICATION
	14" FLYWHEEL 7" BORE 8 MOUNTING BOLT HOLES *USE 8 SPRING CLUTCH BEARING (6205) 17" RING GEAR 138 TEETH RING GEAR # AF5116302	DETROIT 8.2

Ford - Sterling

Road Choice CATALOG # FLYE7HZ6375A	DESCRIPTION	APPLICATION
	14" FLAT FLYWHEEL 7" BORE 8 MOUNTING BOLT HOLES *USE 8 SPRING CLUTCH BEARING (6206) 17" RING GEAR 138 TEETH RING GEAR # AFE6HZ6384A	FORD 6.6 & 7.8

Mack

Road Choice CATALOG # FLY530GB3142	DESCRIPTION	APPLICATION
	15" FLAT FLYWHEEL 10" BORE 20" RING GEAR 118 TEETH *USE 9 SPRING CLUTCH BEARING (6306M) RING GEAR # AF673GB222	MACK 675 & 676

Road Choice CATALOG # FLY530GB3145B	DESCRIPTION	APPLICATION
	15" FLAT FLYWHEEL 10" BORE DOWEL HOLE TIMING MARK 6 METRIC BOLT HOLES *USE 9 SPRING CLUTCH BEARING (6306M) 20" RING GEAR 118 TEETH RING GEAR # AF673GB222	MACK E7

Road Choice CATALOG # FLY530GB3170	DESCRIPTION	APPLICATION
	15" FLAT FLYWHEEL 10" BORE DOWEL HOLE TIMING MARK 6 METRIC BOLT HOLES *USE 9 SPRING CLUTCH BEARING (6306M) 20" RING GEAR 117 TEETH RING GEAR # 673GB35	MACK E7 E-TECH SERIES

Navistar

Road Choice CATALOG # FLY1809144C91	DESCRIPTION	APPLICATION
	14" FLAT FYWHEEL 7" BORE 9 MOUNTING BOLT HOLES *USE 8 SPRING CLUTCH BEARING (6205) 17" RING GEAR 137 TEETH RING GEAR # 1800777C1	NAVISTAR 7.3 INTERNATIONAL 6.9 INTERNATIONAL

Road Choice CATALOG # FLY1810855C93	DESCRIPTION	APPLICATION
	14" FLAT FYWHEEL 7" BORE 8 MOUNTING BOLT HOLES *USE 8 SPRING CLUTCH BEARING (6205) 17" RING GEAR 138 TEETH RING GEAR # AF1815440C1	NAVISTAR DT466

Road Choice CATALOG # FLY1818214C91	DESCRIPTION	APPLICATION
	14" FLAT FLYWHEEL 7" BORE 10 MOUNTING BOLT HOLES *USE 8 SPRING CLUTCH BEARING (6206) OR (6305) 17" RING GEAR 138 TEETH RING GEAR # AF1800777C1	NAVISTAR 7.3 INTERNATIONAL

Road Choice CATALOG # FLY1821915C91	DESCRIPTION	APPLICATION
	14" FLAT FLYWHEEL 7" BORE 12 MOUNTING BOLT HOLES *USE 8 SPRING CLUTCH BEARING (6206) OR (6305) 17" RING GEAR 138 TEETH RING GEAR # AF1815440C1	NAVISTAR DT466E

Clutch Accessories

Road Choice
TRUCK PARTS

Part Number	Reference	Description
CLA274C6	274C-6	Drive Pin 14" Flywheel (6 per card)
CLA175CB		1.75" 1pc Clutch Brake
CLA200CB		2" 1pc Clutch Brake
CLA175S		1.75" Brake Spacer (6 per card)
CLA200S		2" Brake Spacer (6 per card)
CLA127175	127175	1.75" 2 pc Hinge Clutch Brake
CLA127200	127200	2" 2pc Hinge Clutch Brake
CLA1272005		2" Oversized 2 pc Hinge Clutch Brake
CLA125300	125300	EZ Adjuster
CLA127740	127740	1.75" Torque Limiting Brake
CLA127760	127760	2" Torque Limiting Brake
CLA6205	6205-2RS	Pilot Bearing (rubber sealed)
CLA6205M	6205-2RSNR	Pilot Bearing (rubber sealed for Mack)
CLA6206	6206-2RS	Pilot Bearing
CLA6305	6305-2RS	Pilot Bearing
CLA6306	6306-2RS	Pilot Bearing (rubber sealed)
CLA6306M	6306-2RSNR	Pilot Bearing (rubber sealed for Mack)
CLA6306V	6306-2VS	Pilot Bearing (Viton Sealed)
CLA6306VM	6306-SN	Pilot Bearing (Viton Sealed for Mack)
CLA12815	12815	Shaft Bushing (4 per card)
CLA105C137	105C-137	Release Fork
CLAFG100		Flywheel Gauge
CLAS1659	S-1659	Input Shaft
Alignment		
CLAAT150	OTC5379	1.50 X 10 SPLINE 1.180 pilot
CLAAT175	OTC5380	1.75 X 10 SPLINE 1.180 pilot
CLAAT175A	OTC5410	1.75 X 10 SPLINE .980 pilot
CLAAT175X1	OTC5411	1.75 X 10 SPLINE 1.0 pilot
CLAAT200	OTC5381	2.00 X 10 SPLINE 1.180 pilot
Installation Kits		
CLAK2468	RT Series	Major Install Kit
CLAK2175	1.75"	Minor Install Kit w/Torque Brake
CLAK2200	2"	Minor Install Kit w/Torque Brake
CLAK2201	2"	Minor Install Kit w/2 pc. Hinge Clutch Brake



CLA274C6
DRIVE PIN



CLA105C137
RELEASE YOE



CLA125300
SPRING ADJUSTER



CLA127740, CLA127760
TORQUE LIMITING
CLUTCH BRAKE



CLA127200
QUICK CHANGE
HINGE BRAKE



CLA6205, CLA6206, CLA6505,
CLA6506, CLA6506V
PILOT BEARING



CLA6205M, CLA6306M,
CLA6306VM
PILOT BEARING



CLAAT150, CLAAT175,
CLAAT175A, CLAAT175X1,
CLAAT200
ALIGNMENT TOOL



CLAFG100
FLYWHEEL GAUGE



CLA175CB / CLA200CB
1-PC CLUTCH BRAKES



CLA12815
BUSHING-
BELL HOUSING



CLAS1659
INPUT SHAFT 2"
10 SPLINE W/BUSHING



CLA175S / CLA200S
FIBER DISC

Our "Basic" Clutch Installation Kit



Part #CLAK2200 Includes:

- (1) CLA105C137 Fork
- (1) CLA127760 2" Brake
- (4) CLA12815 Bushings

Part #CLAK2175 Includes:

- (1) CLA105C137 Fork
- (1) CLA 127740 1.75" Brake
- (4) CLA12815 Bushings

Our "Basic" Clutch Installation Kit



Part # CLAK2201 Includes:

- (1) CLA105C137 Fork
- (1) CLA127200 2" 2 Piece Clutch Brake
- (4) CLA12815 Bushings

Part # CLAK2468

(fits most RT Series transmissions)



This clutch installation kit includes the following:

- Clutch Housing Gasket
- Front Bearing Cover Gasket
- Inner Retaining Ring
- Outer Retaining Ring
- Front Bearing Cover
- 2" Torque Brake
- Shift Lever Housing Gasket
- Bearing w/Snap Ring
- Pilot Bearing
- Cross Shaft Bushings
- Standard Release Yoke
- 2" - 10 Spline Input Shaft

Part # CLATK200



NEW!

Kit Contains:

Clutch Adjustment Gauge,
Disc Alignment Shaft, Clutch
Alignment Pins, Shaft Removal Tool,
and Flywheel Gauge



Utilizing Road Choice Tool Kit CLATK200



8. Mounting Bolts

Install 8 mounting bolts (7/16 x 14unc x 2-1/4 grade 5) with lock washers finger tight. Replace clutch alignment pins with bolts.

9. Add Bolts

Tighten mounting bolts in a criss-cross pattern starting with a bottom bolt. Torque to 40-50 ft. lb.

10. T-Handle

Install T-handle in the end of alignment shaft and remove shaft only after shipping blocks have been removed.

11. Bearing Height

Verify bearing height from cover assembly 1/2" - 5/8".

1. Pilot Bearing

Replace using Viton sealed bearing. Check on input shaft before installing in flywheel.

2. Alignment Pins

Install clutch alignment pins into top clutch mounting holes.

3. Alignment Shaft

Install alignment shaft into pilot bearing.

4. Front Disc

Install front disc orientated correctly on alignment shaft. Verify flywheel bore.

5. Center Plate

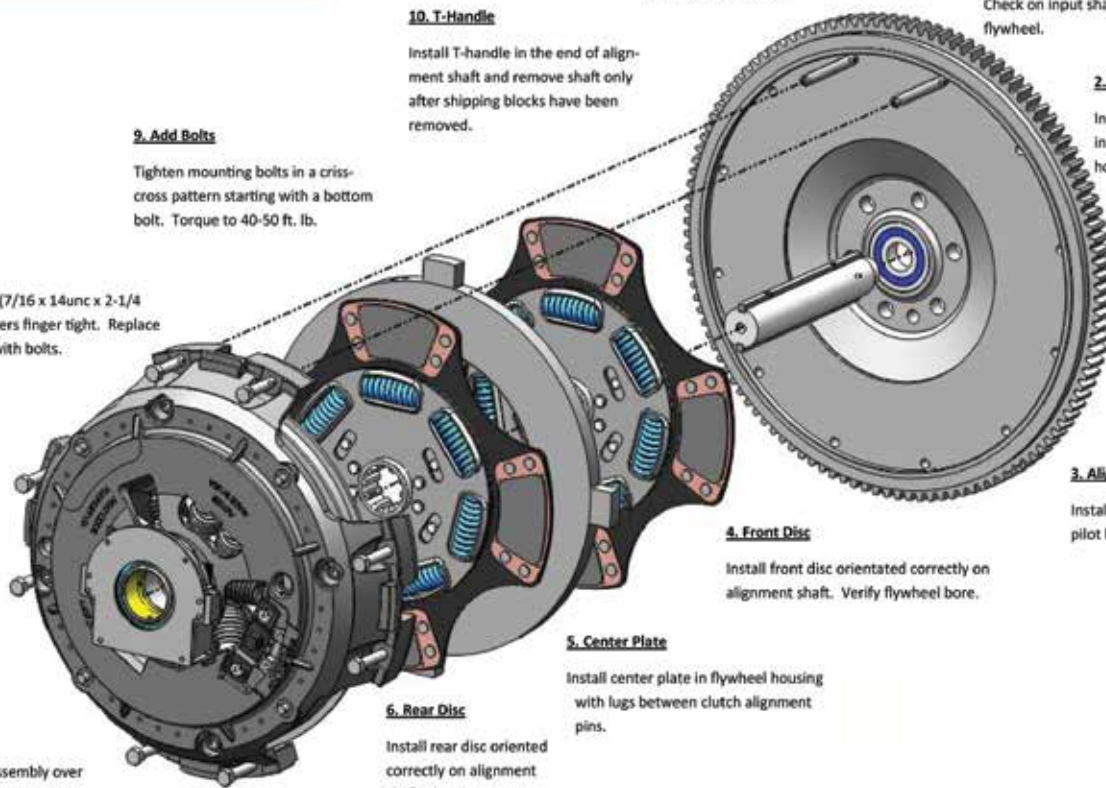
Install center plate in flywheel housing with lugs between clutch alignment pins.

6. Rear Disc

Install rear disc oriented correctly on alignment shaft.

7. Clutch Cover

Install clutch cover assembly over alignment shaft, utilizing clutch alignment pins installing center plate in clutch cover



1. Adjuster

- a. Gear used to manually turn adjusting ring

2. Release Bearing Assembly

- a. Release bearing centered in housing
- b. Forks pull on housing to release clutch sleeve

3. Sleeve Spring

4. Cover Assembly

- a. 6 Spring standard pedal
- b. 9 Spring easy pedal
- c. Houses all internal clutch parts
- d. Often referred to as pressure plate

5. Adjusting Ring

- a. Threads into cover assembly
- b. Has 6 lever saddles
- c. Repositions levers when adjusting clutch for proper plate load and release to compensate for wear

6. Pressure Springs

- a. Springs put pressure on retainer to achieve proper plate load for unit
- b. Units have 6 pressure springs with total plate loads ranging from 2400 to 4000 lbs.
- c. Located between retainer and cover assembly

7. Assist Springs

- a. 3 Springs located between retainer and cover to assist in pedal effort when releasing clutch
- b. Easy pedal only

8. Spring Pivots

- a. Fits over machined surfaces on retainer and cover assembly for smooth spring action and to reduce wear

9. Retainer

- a. All internal clutch components connect to retainer to release the clutch
- b. The retainer is pulled, compressing pressure springs and pivoting levers allowing pressure to be removed from pressure plate, thus allowing the clutch release

10. Thrust Washer

11. Levers

- a. 6 levers per unit located between retainer and saddles on adjusting ring
- b. Apply or remove pressure from pressure plate by pivoting on the fulcrum of the pressure plate

12. Sleeve

- a. Sleeve connects release bearing to retainer by bevel on sleeve
- b. Sleeve has 2 brass bushings pressed and indented
- c. Requires routine maintenance

13. Pressure Plate

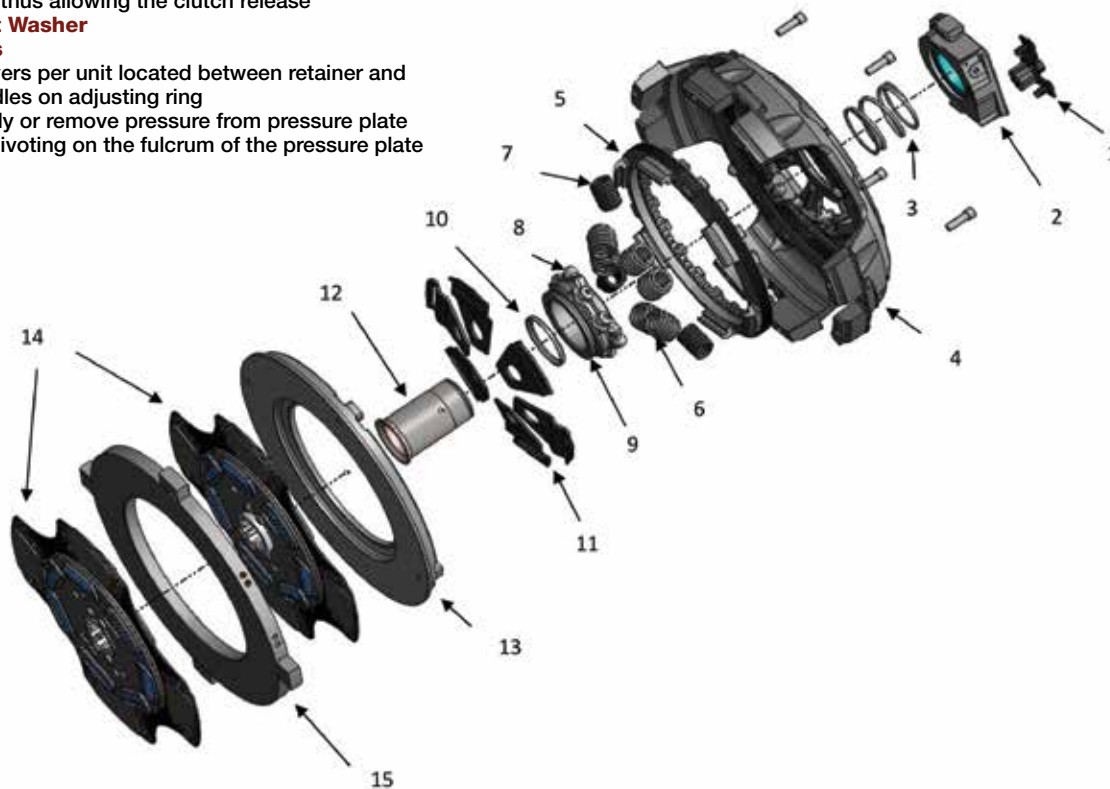
- a. Applies clamping force from cover assembly to discs and center plate against flywheel
- b. Plate is held in place by straps bolted to plate and riveted to cover

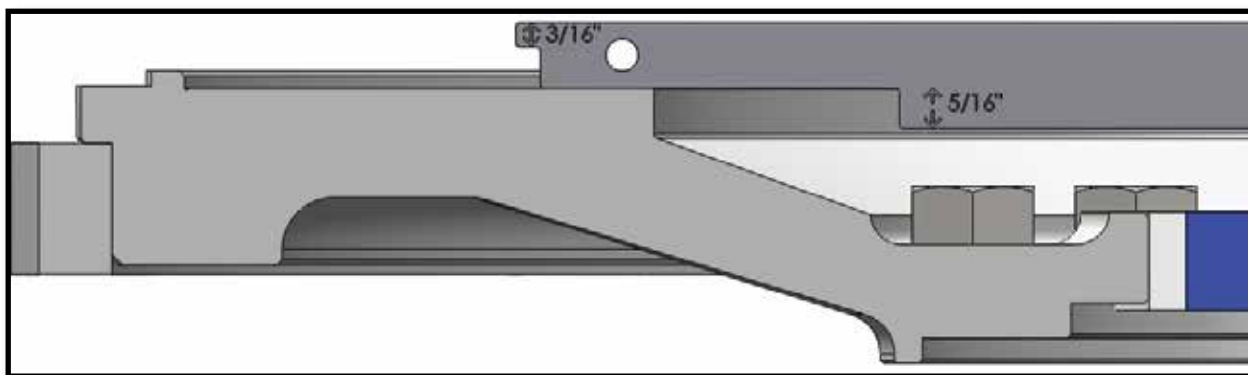
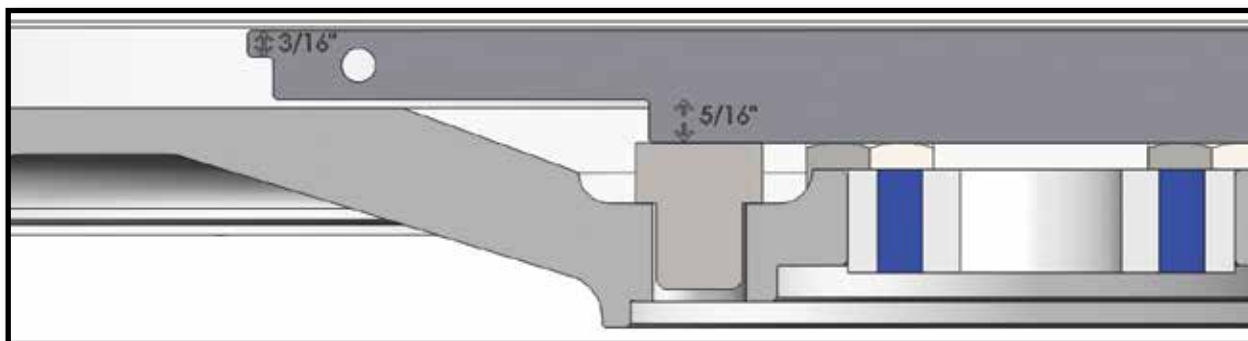
14. Clutch Discs

- a. Drives the input shaft through a splined hub
- b. Buttons refer to friction material looking like pads, pucks, or buttons
- c. Can have non-asbestos organic facing
- d. Dampens with 7, 8, 9, 10 dampening springs
- e. Have 4 or 6 sets of buttons

15. Intermediate Plate

- a. Used on dual disc clutch, adds friction surface to increase torque while absorbing heat
- b. The intermediate plate fits in cover assembly with lugs machined on plate and slots corresponding in cover



Tech Tip

With the flywheel mounting bolts installed, place gauge on the friction surface of the flywheel with the 5/16" step over the mounting bolts. If the 5/16" step contacts the head of the mounting bolts, the flywheel is too thin.

Is A Clutch Brake Spacer Required?

Our Road Choice™ clutches are pre-adjusted at the factory. Therefore, no adjustment should be required at the time of installation. However, if the flywheel has been reground and/or the transmission flange is worn, a fiber spacer may be needed in conjunction with the new clutch brake being installed with the clutch.

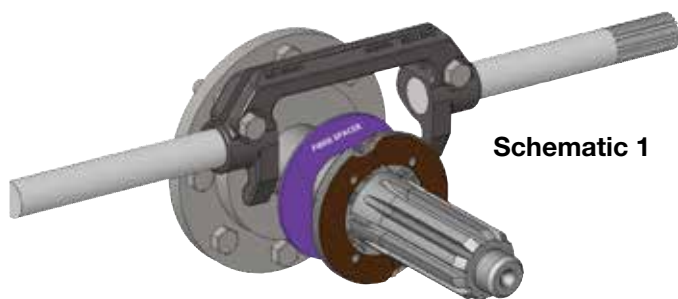
On vehicles with this type of wear, the common complaint at time of installation is not being able to get the clutch brake to squeeze. The solution could be to use the 1/8" fiber brake washer. Or, the flywheel may need to be replaced.

Before deciding that, however, our recommendation is to install the spacer to see if it solves the issue. One is included with this clutch for that purpose. If the spacer is not needed, discard or save for future installations.

To use the spacer, slide the fiber washer onto the input shaft next to the transmission before the clutch brake itself is put on. Then install the clutch and set the linkage per the usual procedure. (see schematic 1)

If the clutch and the transmission are already installed without the spacer and there are release problems, it may be possible to install the spacer without removing the clutch and clutch brake. Cut a "V" shape on the fiber so it can be twisted and slipped onto the input shaft from the side. Be sure to cut the bottom of the "V" smaller than the O.D. of the input shaft so it won't fall off during operation. (see schematic 2)

The fiber should now be able to be twisted and fit over the input shaft between the clutch brake and the transmission flange. The clearance between the bearing lid and clutch brake can now be reset at 1/2" to 9/16" with the internal clutch adjuster.

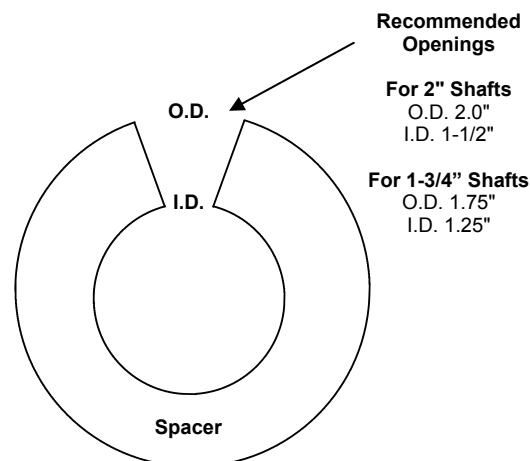


Schematic 1

Schematic 2

1-3/4" Fiber Part No. CLA175S

2" Fiber Part No. CLA200S





For Road Choice 14" & 15-1/2" Two-Plate Clutches

1. **(14" & 15-1/2")** Resurface or replace flywheel. Surface must be smooth or premature clutch failure can occur. Flywheel depth must be 2.937" for 14" pot style flywheels. 15-1/2," and 14" medium duty clutches use a flat flywheel. **REMEMBER:** Machining the flywheel past the recommended .060" moves the pressure plate away from the transmission. In this event, install a fiber spacer (provided) on the pilot shaft between the clutch brake and the transmission. The release yoke in the bell housing may not align properly with the pressure plate release bearing housing. Linkage adjustment may be required.
2. **(14" & 15-1/2")** Inspect and dial-indicate the mating surface of engine flywheel housing and clutch bell housing for alignment and also check flywheel run out. **CAUTION:** If misalignment is greater than recommended limits, this may cause poor clutch release, rapid wear on transmission pilot shaft and destruction of the clutch disc. Excessive flywheel run out may cause severe vibration in vehicle drive line.
3. **(14" & 15-1/2")** A new pilot bearing should be used. Before installing pilot bearing into flywheel, check freedom of movement on transmission pilot shaft.
4. **(14" Pot Flywheel Only)** Drive pins in the flywheel should be replaced. Check to ensure drive pin heads are square with the flywheel friction surface. If drive pins are not replaced, assume they have turned. The constant pounding of the center plate may have changed the position of the drive pins in the flywheel. Play it safe - check them all!
5. **(14" Pot Flywheel Only)** After the drive pins are installed and properly aligned, position the center plate onto the drive pins and check the clearance with a feeler gauge. Clearance should be .006" to .010" and be measured from the same side of the drive pin at each location. The center plate should move up and down freely on the pins.
6. **(14" Pot Flywheel Only)** Install front clutch disc, center plate and rear disc as marked.
7. **(14" Pot Flywheel Only)** Insert alignment shaft through both clutch discs making sure it enters the pilot bearing. **NOTE:** If an old pilot shaft with worn splines is used to align clutch disc, transmission pilot shaft may damage clutch hubs during installation of transmission.
8. **(14" Pot Flywheel Only)** Position cover assembly onto the pilot shaft and guide towards flywheel mounting surface, making sure the cover fits into the flywheel pilot.

For Road Choice 14" & 15.5" Two-Plate Clutches

9. (15-1/2" and 14" Medium Duty Only) Insert alignment shaft through bearing housing. Install rear disc, center plate and front disc on alignment shaft. Move clutch housing towards flywheel making sure cover fits into flywheel pilot. **Note:** 14" medium duty must install adapter ring on flywheel first.
- 10.(14" & 15-1/2" Only) Install the cap screws that fasten the clutch housing on the flywheel. Tighten the cap screws to the specified torque and the sequence specified by the manufacturer of the vehicle or transmission. Cap screws should be Class 5 or greater
- 11.(14" & 15-1/2") Examine transmission pilot shaft for wear and replace if necessary. Worn splines on pilot shaft will cause clutch to release improperly and may cause splined hubs in clutch disc to break out.
- 12.(14" & 15-1/2") Inspect release bearing yoke and both cross shaft bushings in bell housing and replace if worn. **NOTE:** For proper clutch release, release bearing housing on cover must "squeeze" clutch brake during clutch disengagement. Worn parts in bell housing may prevent full movement of release bearing during operation of vehicle.
- 13.(14" & 15-1/2") If clutch brake is to be used, place on transmission pilot shaft.
- 14.(14" & 15-1/2") Rotate release bearing housing on cover assembly until flat section is on top. (**NOTE:** Bell housing cross shaft on some vehicles may be below center. This requires the flat section on release bearing to be in down position. (Note position on clutch when being removed.)
- 15.(14" & 15-1/2") Using extreme caution, guide transmission through cover and disc assembly, rotating bell housing shaft so that release yoke fingers are clear of the pads on the release bearing assembly. (**WARNING:** Transmission must not hang or be forced into the clutch. This can warp the clutch disc and prevent the clutch from releasing.)
- 16.(14" & 15-1/2") Start bell housing cap screws and tighten progressively to the vehicle manufacturer's recommended torque.
- 17.(14" & 15-1/2") Release bearing has been pre-packed with grease from the factory.



Road Choice Clutch Adjustment Procedure

NOTE: Road Choice™ clutches are adjusted at the factory to original equipment specifications, and should require very little internal adjustment to achieve proper release and engagement. The clutch must not be adjusted to accommodate thin or worn flywheels, or worn linkage, yoke and/or cross shaft bushings, or to accommodate other deficiencies. Adjustment for such purposes will either cause the clutch to function improperly or will cause early clutch failure, and will be apparent on factory inspection of warranty claims ... and therefore will void the manufacturer warranty.

This Procedure Covers Both 14" and 15 1/2" Clutches When a Clutch Brake Is Used

STEP #1

After clutch installation, check the clearance between the yoke tips and wear pads on bearing housing for 1/8" clearance. This determines pedal freeplay. (See Illustration)

Adjust the clutch linkage to increase or decrease the yoke-to-bearing clearance. **NEVER USE THE INTERNAL CLUTCH ADJUSTMENT FOR THIS PURPOSE.**

STEP #2

Check for proper clutch brake and bearing gap of 1/2" to 9/16". If the gap is not within these tolerances add or remove the fiber spacer or the clutch needs adjusting.

If the clutch does need adjusting, remove the lock strap or turn the quick adjuster and set the clearance between the bearing and clutch brake at 1/2" to 9/16". **THIS DIMENSION IS CRITICAL. DO NOT VARY - EITHER OVER OR UNDER THESE DIMENSIONS - UNDER ANY CIRCUMSTANCES.** Over adjusting either way will cause the clutch to slip or not release.

Use the internal adjustment on the clutch to move the bearing. Turn adjuster clockwise to move bearing towards transmission (to decrease clearance) or counter clockwise to move the bearing towards the engine (to increase clearance). If internal adjustment exceeds 4 notches either way the clutch may not release or may slip.

Put tension on the linkage to be sure bearing is stretched and no movement towards the engine is noticed. Measure clutch brake and bearing gap with 1/2" - 9/16" gauge. (See Illustration) Once the adjustment is set, re-install lock strap. Make sure quick adjuster is in the locked position.

REMINDER: The bearing must move a minimum of 1/2" or clutch will not release. Eliminate lost motion before checking for 1/2" movement. Lost motion is generally caused by loose or worn linkage, or worn yoke or cross shaft bushings.

STEP #3

If internal clutch adjustment was made re-verify the 1/8" clearance between the yoke tips and wear pads on bearing housing shown in Step #1 above (see illustration). If necessary, re-align linkage to obtain proper clearance.

STEP #4

Re-verify the clutch brake squeeze by inserting .010 feeler gauge between bearing and clutch brake, then depressing the pedal to end of stroke. The feeler gauge must be tightly clamped between the bearing and the clutch brake. This verifies the contact of the bearing to the clutch brake.

The clutch brake will be squeezed if the total pedal stroke slightly exceeds the movement required to move the yoke/fork 5/8" to 11/16" (the combined total of the 1/8" clearance between yoke tips and wear pads and the 1/2" - 9/16" brake squeeze gap).

Road Choice Clutch Adjustment Procedure

IN THE EVENT THE BRAKE IS NOT BEING SQUEEZED, DO NOT CHANGE THE 1/2" - 9/16" GAP FOR THE CLUTCH BRAKE, OR THE 1/8" CLEARANCE FOR THE BEARING HOUSING, CONSULT THE VEHICLE MANUFACTURER SERVICE MANUAL.

In analyzing the reasons for the brake not being squeezed, other things to check for are:

- A. Worn linkage components or yoke and cross shaft bushings. If necessary, replace those components.
- B. Improper linkage assembly. Verify that linkage is assembled in the correct hole locations.
- C. Pedal stroke. To adjust, raise the upper and/or lower the lower pedal stops.

NOTE: MAXIMUM BRAKE SQUEEZE (IN CAB OF TRUCK) SHOULD NOT EXCEED 1" FROM THE END OF PEDAL STROKE.

IF IT DOES, IT CAN BE ADJUSTED BY:

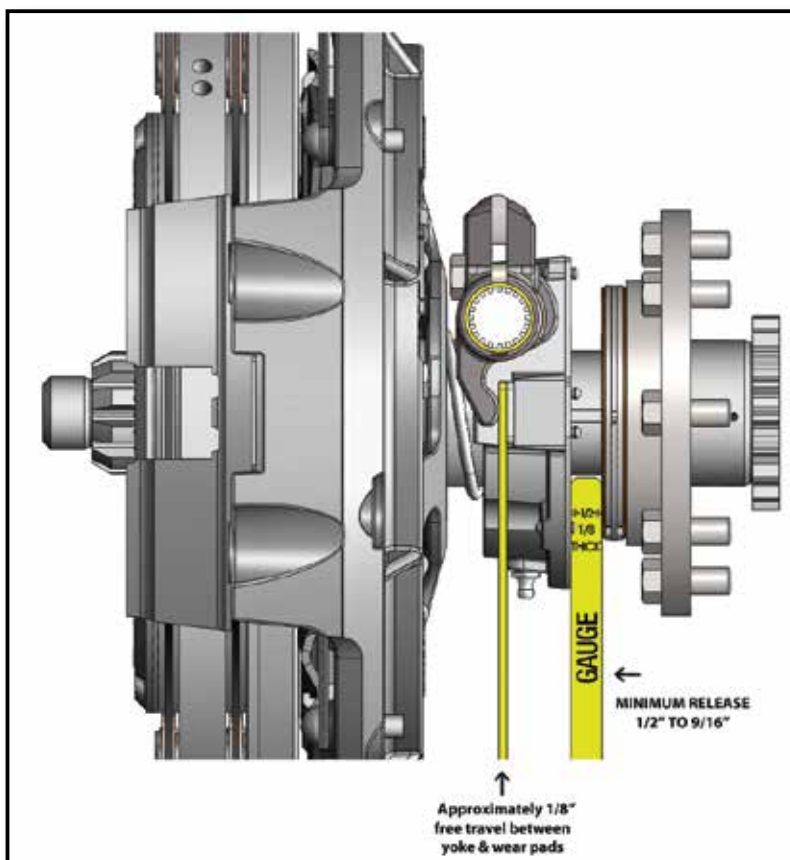
- A. Changing pedal stops in cab to reduce total pedal stroke.
- B. Increasing 1/8" yoke-to-bearing setting to lower squeeze. (This will increase free-pedal travel)

STEP #5

Once the external parts are in tune with the clutch, record the measured amount of free-pedal movement in the vehicle log. This is the normal (standard) pedal travel for this vehicle. If future adjustments are required, clutch should be adjusted back to this standard.

Example: If pedal free travel standard is 2", the clutch may need adjustment when wear has reduced pedal free travel to approximately 1".

INSTALLER SHOULD CAREFULLY CHECK TO VERIFY THAT THERE IS 1/8" OF FREE TRAVEL BETWEEN THE YOKE AND THE WEAR PADS AND A MINIMUM OF 1/2" TO 9/16" OF SPACE BETWEEN THE BEARING AND THE CLUTCH BRAKE.





IT IS IMPORTANT TO NOTE THAT THESE ARE GENERAL GUIDELINES ONLY AND THAT THE INSTALLER SHOULD ALWAYS REFER TO THE VEHICLE MAINTENANCE MANUAL FOR SPECIFIC DETAILS.

- 1.** Only high temperature grease should be used for clutch bearing housing and linkage lubrication. Do not use chassis lubricant for clutch lubrication. Refer to the vehicle maintenance manual for lubricant specifications.
- 2.** Lubricate the clutch release bearing each time the chassis is lubricated.
- 3.** When lubricating the clutch, apply lubricant to each fitting on the clutch housing.
- 4.** Every point in the clutch linkage must be lubricated in addition to the clutch housing.
- 5.** Exercise caution in lubricating the bearing, as any excess lubricant will find its way onto the clutch facing.
- 6.** Adjust the clutch before the pedal clearance has disappeared. Failure to do so will result in slippage and adjustment afterwards may not be effective.
- 7.** If the clutch is hydraulically assisted, make sure the slave and master cylinders are functioning properly.

Engine Horsepower & Torque Ratings

The data listed herein has been compiled from vehicle manufacturers and other reliable sources of information and is correct to the best of our knowledge. However, Road Choice cannot assume any responsibility for the accuracy of or possible errors in this information or in any other current or future informative bulletins of this nature.

NOTE: RATE VARIABLE HORSEPOWER ENGINES TO HIGHEST HORSEPOWER/TORQUE

ENGINE	HP	@ RPM	TORQUE	@ RPM
3116	195	2200	521	1560
6CTA-250	250	2200	720	1300
CAT 3066	260	1900	860	1350
CAT 3116	185	2600	520	1560
CAT 3116	215	2200	605	1560
CAT 3116	230	2200	660	1560
CAT 3116	250	2200	660	1560
CAT 3116	275	2200	750	1560
CAT 3116 (GM '91 UP)	215	2600	605	1560
CAT 3116 (GM MD)	275	2450	735	1560
CAT 3116 (GM-MD)	250	2600	650	1560
CAT 3116 (GM-MD)	300	2600	732	1560
CAT 3116 (HEUI)	170	2200	420	1560
CAT 3116 (MD)	170	2600	420	1560
CAT 3116 (MD)	200	2600	520	1560
CAT 3116G	185	2600	495	1560
CAT 3126	175	2400	420	1440
CAT 3126	190	2200	520	1440
CAT 3126	210	2200	605	1440
CAT 3126	230	2200	660	1440
CAT 3126	250	2200	800	1440
CAT 3126	275	2200	860	1440
CAT 3126	300	2200	860	1440
CAT 3176 ATMC	250	2100	975	1300
CAT 3176 ATMC	275	2100	1050	1200
CAT 3176 ATMC	300	2100	1150	1300
CAT 3176 ELEC	275	1800	1050	1100
CAT 3176 ELEC	275	1800	975	1100
CAT 3176 ELEC	300	1800	1050	1100
CAT 3176ATMC	325	2100	1225	1300
CAT 3176ATTMC	230	1800	975	1100
CAT 3176B	275	1800	1050	1100
CAT 3176B	300	1800	1050	1100
CAT 3176B	325	1800	1250	1200
CAT 3176B	350	1800	1350	1200
CAT 3208T (MD)	250	2600	640	1400
CAT 3208T(MD)	200	2000	620	1400
CAT 3306	245	2100	860	1350
CAT 3306	250	1800	860	1350
CAT 3306	270	2200	775	1400
CAT 3306C	300	1900	1150	1200

NOTE: RATE VARIABLE HORSEPOWER ENGINES TO HIGHEST HORSEPOWER/TORQUE

ENGINE	HP	@ RPM	TORQUE	@ RPM
CAT 3406	250	1600	1000	1200
CAT 3406	280	2100	1015	1200
CAT 3406	290	1800	1000	1200
CAT 3406	300	2100	1054	1200
CAT 3406	310	1800	1090	1200
CAT 3406	310	1800	1140	1100
CAT 3406	325	2100	1050	1200
CAT 3406	330	1600	1320	1200
CAT 3406	380	2100	1285	1200
CAT 3406	400	1900	1450	1250
CAT 3406	455	2100	1650	1200
CAT 3406	475	2100	1650	1750
CAT 3406	500	2100	1850	1200
CAT 3406	550	2100	1850	1200
CAT 3406 510	510	1600	1850	1200
CAT 3406B	350	2100	1320	1200
CAT 3406B	400	2100	1375	1260
CAT 3406B	425	2100	1450	1200
CAT 3406BEC	400	2100	1265	1300
CAT 3406BEC	400	1800	1375	1260
CAT 3406C	350	1800	1350	1200
CAT 3406C	425	1900	1650	1200
CAT 3406E	310	1800	1250	1200
CAT 3406E	330	1800	1350	1200
CAT 3406E	375	1800	1450	1200
CAT 3406E	410	1800	1450	1200
CAT 3406E	435	2100	1650	1200
CAT 3406E	475	2100	1750	1200
CAT 3406E	550	1800	1850	1200
CAT 3406E	600	2100	2050	1200
CAT 3406E MULTI TQ	310	1800	1150/1350	1200
CAT 3406E MULTI TQ	355	1800	1350/1450	1200
CAT 3406E MULTI TQ	375	1800	1450/1550	1200
CAT 3406E MULTI TQ	375/435	1800	1450/1550	1200
CAT 3406E(94)	355	1800	1450	1200
CAT 3406E(94)	375	1800	1550	1200
CAT 3406E(94)	410	1800	1550	1200
CAT 3406E(94)	435	1800	1650	1200
CAT 3406E(94)	475	1800	1750	1200
CAT 3406E(94)	500	1800	1850	1200
CAT 3408	420	1900	1460	1200
CAT 3408	450	2100	1460	1200
CAT 63306 CNG/LNG	235	2100	800	1200
CAT 63306 LPG (HD5)	250	2100	820	1200
CAT C-10	280	1800	1050	1100

NOTE: RATE VARIABLE HORSEPOWER ENGINES TO HIGHEST HORSEPOWER/TORQUE

ENGINE	HP	@ RPM	TORQUE	@ RPM
CAT C-10	305	2100	1150	1100
CAT C-10	325	2100	1250	1200
CAT C-10	335	1800	1350	1200
CAT C-10	350	1800	1350	1200
CAT C-10	370	1800	1350	1200
CAT C-10 MULTI	335/370	1800	1250/1350	1200
CAT C11	305	2100	1050	1200
CAT C11	335	2100	1250	2100
CAT C11	350	2100	1450	1200
CAT C11	370	2100	1450	1200
CAT C-12	355	1800	1350	1200
CAT C-12	360	2100	1350	1200
CAT C-12	380	1800	1450	1200
CAT C-12	390	2100	1450	1200
CAT C-12	410	2100	1550	1200
CAT C-12 MULTI TQ	355/410	1800	1350/1550	1200
CAT C-12 MULTI TQ	380/410	1800	1450/1550	1200
CAT C-12 RCVBUS	425	2100	1450	1200
CAT C13	305	2100	1150	1200
CAT C13	335	2100	1250	1200
CAT C13	350	2100	1550	1200
CAT C13	370	2100	1450	1200
CAT C13	380	2100	1450	1200
CAT C13	410	2100	1550	1200
CAT C13	430	2100	1650	1200
CAT C13	470	2100	1650	1200
CAT C13 MULTI TORQUE	410	2100	1450/1650	1200
CAT C13 MULTI TORQUE	430	2100	1550/1750	1200
CAT C13 MULTI TORQUE	470	2100	1550/1750	1200
CAT C15	435	2100	1650	
CAT C15	475	2100	1850	
CAT C15	500	2100	1850	
CAT C15	550	2100	1850	
CAT C15	600	2100	2050	
CAT C15	625	2100	2050	
CAT C15 MULTI TORQUE	435	2100	1550/1750	
CAT C15 MULTI TORQUE	475	2100	1650/1750	
CUM 1-10	260	1800	975	1200
CUM 1-10	270	2100	858	1400
CUM 1-10 310	310	1800	1150	1200
CUM 1-10 330E	330	1800	1250	1200
CUM 444	444	2100	1400	1500
CUM 4BT3.9	105	2500	260	1700
CUM 4BT3.9	105	2500	260	1700
CUM 4BTA3.9	120	2500	304	1700

NOTE: RATE VARIABLE HORSEPOWER ENGINES TO HIGHEST HORSEPOWER/TORQUE

ENGINE	HP	@ RPM	TORQUE	@ RPM
CUM 6BT55.9	160	2500	400	1700
CUM 6BTA5.9	190	2500	475	1600
CUM 6BTA5.9	210	2500	520	1600
CUM 6BTA5.9	230	2500	605	1600
CUM 6CT8.3	210	2200	605	1500
CUM 6CTA8.3	240	2200	645	1500
CUM 6CTA8.3	250	2200	728	1500
CUM FLEET 270	270	1600	1020	1100
CUM FLEET 285	285	1600	1150	1100
CUM FLT 300	300	1700	1150	1100
CUM FORM.240	240	1800	870	1300
CUM FORM 270	270	1800	1000	1300
CUM FORM 300	300	1800	1000	1300
CUM FORM 315	315	1800	1150	1300
CUM FORM 350(90)	350	1800	1175	1300
CUM FORM 350(90)	350	1800	1200	1300
CUM FORM 365(90)	365	1800	1325	1300
CUM FORM 400	400	1800	1250	1300
CUM FORM 450	450	1900	1420	1300
CUM FORM L10-240	240	1400	858	1300
CUM FORM VT-350	300	2100	860	1400
CUM ISX15 400	400	1100	1450	
CUM ISX15 425	425	1100	1650	
CUM ISX15 450	450	1100	1650	
CUM ISX15 485	485	1200	1850	
CUM ISX15 500	500	1200	1850	
CUM ISX15 525	525	1200	1850	
CUM ISX15 550	550	1200	2050	
CUM ISX15 600	600	1200	2050	
CUM KT 450	450	2100	1350	1500
CUM KT 525 (1983)	525	2100	1650	1300
CUM KTA 600 (1983)	600	2100	1650	1600
CUM L10	270	1900	858	1300
CUM L10	300	2100	950	1300
CUM L10 FORM	300	1900	950	1300
CUM L-10 STC 12CGA	260	1600	975	1200
CUM L-10 STC 12CGB	260	1700	975	1200
CUM L-10 STC 12CGC	280	1600	1050	1200
CUM L-10 STC 12CGD	280	1700	1050	1200
CUM L-10 STC 12CGG	310	1600	1150	1200
CUM L-10 STC 12CGH	300	1700	1150	1200
CUM L10-240	240	1900	870	1300
CUM M-11	400	1800	1450	1200
CUM M11 31 OE	310	2000	1150	1200
CUM M11 330E	330	2000	1350	1200

NOTE: RATE VARIABLE HORSEPOWER ENGINES TO HIGHEST HORSEPOWER/TORQUE

ENGINE	HP	@ RPM	TORQUE	@ RPM
CUM M11 370	370	2000	1350	1200
CUM M11ESP11	310-370	1800	1150	1350
CUM MII 280E CELECT	280	2000	1050	1200
CUM N14 12 CEC	370	1600	1400	1200
CUM N14 310	310	1800	1150	1350
CUM N14 330E	330	2100	1350	1200
CUM N14 350E	350	2100	1400	1200
CUM N14 370E	370	2100	1450	1200
CUM N14 410E	410	2100	1450	1200
CUM N14 435E	435	2100	1650	1200
CUM N14 435E	435	2100	1550	1200
CUM N14 469E	460	2100	1650	1200
CUM N14 500	500	1800	1750	1200
CUM N14 500E	500	1750	1650	1600
CUM N14 525	525	1800	1850	1200
CUM N14 CELECT 12 CDB	370	1600	1400	1100
CUM N14 CELECT 12 CDC	430	1700	1450	1100
CUM N14 CELECT 12 CDI	350	1600	1400	1100
CUM N14 CELECT 12 CDJ	460	1700	1550	1100
CUM N14 CELECT 12 CDK	310	1600	1250	1300
CUM N14 CELECT 12 CDR	310	1699	1450	1200
CUM N14 CELECT 12 CDS	330	1600	1350	1100
CUM N14 CELECT 12 CDS	370	1600	1550	1200
CUM N14 CELECT 12 CEN	410	1600	1450	1200
CUM N14 CELECT 12 CEP	430	1700	1550	1300
CUM N14 STC 12 CEE	410	1600	1450	1200
CUM N14 STC 12 CEG	410	1600	1450	1200
CUM N14 STC 12CEH	310	1600	1250	1100
CUM N14 STC 12CEJ	350	1600	1400	1100
CUM N14 STC 12CEK	350	1600	1350	1100
CUM N14EAPI	310-390	1800	1250	1450
CUM N14ESP3	400/460	1800	1450	1650
CUM NHTC-220	220	2100	644	1500
CUM NTC 315	315	1800	1150	1300
CUM NTC 350	350	2100	1120	1300
CUM NTC 365	365	1800	1320	1300
CUM NTC300	300	2100	1000	1300
CUM NTC350(90)	350	2100	1200	1300
CUM NTC400	400	2100	1250	1300
CUM NTC444XT	444	2100	1400	1500
CUM NTC-FORM400	400	1800	1325	1300
CUM PT 240	240	2100	900	1300
CUM SIGNATURE 600	600	2100	2050	1200
CUM STC 12 CEA	330	1600	1350	1100
CUM STC 12 CEB	330	1600	1350	1100

NOTE: RATE VARIABLE HORSEPOWER ENGINES TO HIGHEST HORSEPOWER/TORQUE

ENGINE	HP	@ RPM	TORQUE	@ RPM
CUM TWIN TURBO	475	2100	1430	1400
CUM V-903C	295	2600	1000	1800
DD 11.1 LITER	300	1800	1150	1200
DD 11.11	330	1800	1150	1200
DD 11.11	300-330	1800	1150	1200
DD 11.1L	350	1800	1350	1200
DD 11.1L	365	1800	1350	1200
DD 11.L	330	1800	1250	1200
DD 11.L	220-365	1800	1350	1200
DD 11.L	330-350	1800	1350	1200
DD 12.71	500	1800	1550	1200
DD 12.72	500	2100	1550	1200
DD 12.7L	350	2100	1400	1200
DD 12.7L	370	2100	1450	1200
DD 12.7L	400	2100	1450	1200
DD 12.7L	470	2100	1550	1200
DD 12.7L	370/400	1800	1450	1200
DD 12.7L	370/430	1800	1450	1200
DD 12.7L	430/470	1800	1550	1200
DD 12/7L	425	2100	1400	1200
DD 12/7L	430	1800	1450	1200
DD 12/7L	430	2100	1550	1200
DD 12/7L	435	1800	1550	1650
DD 13	350	1800	1350	
DD 13	370	1800	1250	
DD 13	380	1800	1550	
DD 13	410	1800	1650	
DD 13	435	1800	1550	
DD 13	450	1800	1650	
DD 13	470	1800	1650	
DD15	530	1800	1850	
DD15	560	1800	1850	
DD 15	455	1800	1650	
DD 15	475	1800	1850	
DD 15	500	1800	1850	
DD15	505	1800	1650	
DD 15 TC	455	1800	1650	
DD 15 TC	475	1800	1850	
DD 15 TC	505	1800	1860	
DD 16	475	1800	1850	
DD 16	500	1800	2050	
DD 16	530	1800	1850	
DD 16	560	1800	2050	
DD 16	600	1800	2050	
DD 6-71	230	2100	611	1600

NOTE: RATE VARIABLE HORSEPOWER ENGINES TO HIGHEST HORSEPOWER/TORQUE

ENGINE	HP	@ RPM	TORQUE	@ RPM
DD 6-71T	275	2100	853	1200
DD 6-71T	300	2100	830	1400
DD 6-71TAC	270	2100	786	1200
DD 6V92TA	330	2100	963	1200
DD 6V92TA	350	2100	1020	1200
DD 8V71	304	2100	818	1400
DD 8V92TA	400	1800	1250	1200
DD 8V92TA	445	2100	1250	1300
DD 8V92TA	475	2100	1330	1300
DD 8V92TAC	440	2100	1250	1300
DD HAL	250	1800	970	1200
DD SERIES 60 11.1L-1L-6	330	1800	1150	1200
DD SERIES 50 8.5L-1 L-4	275	2100	890	1200
DD SERIES 50 8.5L-1L-4	300	1800/2100	1000	1200
DD SERIES 50 8.5L-1L-4L	315	1950/2100	1150	1200
DD SERIES 50 8.5L-IL-4	250	2100	780	1200
DD SERIES 55 12.1-1L-6	330	1800/2000	1250	1100
DD SERIES 55 12.1-1L-6	330/350	1800	1350	1100
DD SERIES 55 121-1L-6	350	1800/2000	1350	1100
DD SERIES 55 12L-1L-6	300	1800	1150	1100
DD SERIES 55 12L-1L-6	365	1800/2000	1450	1100
DD SERIES 55 12L-1L-6	365/400	1800	1450	1100
DD SERIES 60 11.1 L-1L-6	330/365	1800	1350	1200
DD SERIES 60 11.1-1L-6	350	1800	1250	1200
DD SERIES 60 11.1L-1L-6	300	1800	1150	1200
DD SERIES 60 11.1L-1L-6	330	1800	1150	1200
DD SERIES 60 11.1L-1L-6	350	2100	1250	1200
DD SERIES 60 11.1L-1L-6	365	1800	1350	1200
DD SERIES 60 11.1L-1L-6	300/330	1800	1150	1200
DD SERIES 60 11.1L-1L-6	330/350	1800	1250	1200
DD SERIES 60 12.7-1L-6	400	2100	1450	1200
DD SERIES 60 12.7-1L-6	370/400	1800	1450	1200
DD SERIES 60 12.7L-1 L-6	430	2100	1450	1200
DD SERIES 60 12.7L-1 L-6	500	1800	1550	1200
DD SERIES 60 12.7L-1 L-6	370/430	2100	1450	1200
DD SERIES 60 12.7L-1 L-6	430/470	2100	1550	1200
DD SERIES 60 12.7L-1L-6	370	2100	1450	1200
DD SERIES 60 12.7L-1L-6	470	1800	1550	1200
DD SERIES 92 12.11-V8	400	2100	1330	1200
DD SERIES 92 12.1L-V8	500	2100	1470	1200
DD SERIES 92 12.1L-V-8	450	2100	1425	1200
DD SERIES 92 9.051-V-6	350	2100	1020	1200
DD SERIES 92 9.05L-V6	300	2100	975	1200
FD-1060	160	2500	400	1600
FD-1060	175	2500	420	1600

NOTE: RATE VARIABLE HORSEPOWER ENGINES TO HIGHEST HORSEPOWER/TORQUE

ENGINE	HP	@ RPM	TORQUE	@ RPM
FD-1060	190	2500	475	1600
FD-1060	210	2300	520	1600
FD-1060	230	2300	605	1600
FD-1460	210	2200	605	1300
FD-1460	225	2200	660	1300
FD-1460	250	2000	800	1300
FD-1460	275	1800	860	1300
FORD 7.3 HI. ALT.	165	3000	325	1600
FORD 7.3L NATASP	185	3000	360	1400
FORD 7.3L TURBO	190	3000	395	1400
GM 6.5 L NATASP	160	3400	290	1700
GM 6.5 L TURBO	190	3400	385	1700
GM 6.5L NATASP	155	3600	275	1700
GM 6.5L TURBO	180	3400	360	1700
INTL 530	250	2200	800	1300
INTL 530	275	2000	950	1300
INTL 530	275	2200	860	1300
INTL 530	300	2000	1050	1300
INTL DT 408	210	2600	520	1800
INTL DT 408	230	2600	605	1800
INTL DT 466	195	2400	520	1600
INTL DT 466	210	2400	605	1600
INTL DT 466	275	2400	800	1600
INTL DT-408	175	2600	430	1800
INTL DT-408	190	2600	485	1800
INTL DT-466	230	2400	660	1600
INTL DT-466	250	2400	660	1600
INTL T444E	160	2600	400	1500
INTL T444E	175	2600	430	1500
INTL T444E	190	2600	485	1500
L10	280	1800	1050	1200
L-10 240/250PT	240-2100	250-2200	900	1300
L10 285PT	285	2200	1020	1300
L-10 FORM 240	240	1900	860	1300
M11 ESP1	280-330	1800	1050-1250	1200
M11-280E	280	2000	1050	1200
M11350E	350	1800	1350	1200
MACK E3-190 (MECH) CAT	190	2500	475	1300
MACK E3-220 (MECH)	220	2350	627	1400
MACK E6-250	250	2100	750	1500
MACK E6-275	275	2100	1020	1200
MACK E-6-300	300	1700	1112	1200
MACK E6-350	350	1800	1277	1250
MACK E7 325 VMAC	325	1800	1260	1250
MACK E7 350 VMAC	350	1800	1250	1250

NOTE: RATE VARIABLE HORSEPOWER ENGINES TO HIGHEST HORSEPOWER/TORQUE

ENGINE	HP	@ RPM	TORQUE	@ RPM
MACK E7 375 VMAC	375	1800	1460	1250
MACK E7 400	400	1800	1460	1250
MACK E7 427	427	1800	1560	1250
MACK E-7 454	454	1800	1560	1250
MACK E7-250 (MECH)	250	1950	975	1200
MACK E7-300 (MECH)	300	1950	1083	1200
MACK E7-300(V MAC)	300	1700	1160	1200
MACK E7-350	350	1800	1277	1250
MACK E9	550	2100	1660	1300
MACK E9 450	450	1900	1495	1300
MACK E9 500	500	1900	1660	1300
MACK EM6-250	250	2100	940	1260
MACK EM6-250L	250	1750	1190	1020
MACK EM6-275	275	2100	1038	1260
MACK EM6-275L	275	1750	1305	1020
MACK EM6-300L	300	1750	1425	1020
MACK EM7-250 (MECH)	250	1750	1190	1020
MACK EM7-250L	250	1750	1190	1020
MACK EM7-275 (MECH)	275	1750	1305	1250
MACK EM7-275 (V MAC)	275	1750	1305	1250
MACK EM7-300 (MECH)	300	1750	1425	1020
MACK EM7-300VMAC	300	1750	1425	1020
MBE 4000-350	350	1900	1350	
MBE 4000-350/370	350/370	1900	1350	
MBE 4000-370	370	1900	1450	
MBE 4000-410	410	1900	1550	
MBE 4000-410/435	410/435	1900	1550	
MBE 4000-410/450	410/450	1900	1550	
MBE 4000-435	435	1900	1550	
MBE 4000-450	450	1900	1550	
MX-13	380	1000	1450	
MX-13	405	1000	1750	
MX-13	430	1000	1750	
MX-13	455	1000	1750	
MX-13	485	1000	1650	
MX-13	500	1000	1850	
N 14ESPII	350-390	1800	1350	1500
NTC 475	475	2100	1430	1400
VOLVO 260E/300AE	260	2100	800	1080
VOLVO 280G/330BE	280	1700	925	1200
VOLVO 300A/360CE	300	2100	925	1200
VOLVO 300CC/410DE	300	2100	955	1200
VOLVO 310B	310	1900	985	1200



Medium Duty Cross Reference

ROAD CHOICE	EATON	HALDEX	ILLINOIS AUTO	MERITOR	MID- AMERICA	UNIQUE
CLU1072374	107237-8	N10713751CE			MU129044-37-DSCB	M129044-6F5
	107237-10					
	107237-22					
CLU1072378	107237-10	N10723710			MU-129044-37-DSCB	M129044-6F5-NSR
	107237-22					
CLU1076834	107683-4	N1076835CE			MU-127747-DSCB	M1277476F5
CLU1076835	107683-5	N1076835CE			MU-127747DSCB	M1277476F5
CLU1076862	107342-12	N10734222			MU-129055-37-DSCB	M129055-6F5-NSR
	107342-4					
	107342-12					
CLU1076864	107342-11	N1076862CE			MU-129055-37-DSCB	M120955-6F5NSR
	107342-4					
	107342-12					
	107342-22					

Heavy Duty Cross Reference

ROAD CHOICE	EATON	HALDEX	ILLINOIS AUTO	MERITOR	MID- AMERICA	UNIQUE
CLU10803582		N10803582	NMU054-020-1	R141451	MU-145400-DS	M108035-6A5
CLU10806359		N10806359	NMU054-084-1		MU-145400-DSCB	M108063-6J5
CLU10803482	108034-82B	N10803482	NMU051-020-4	R140151	MU-145390-DS	M108034-6A5
CLU10803461	108034-61B	N10803461	NMU051-023-1	R141101		M108034-6F5
CLU10805069		N10805059			MU127390DSCB	M108050-6J5
CLU10805059	108050-59	N10805059	NMU051-184-1	R140401	MU-145390-DSCB	M108050-6J5
	108034-59					
CLU20839177	108391-77B		NMU705-090-4	R150155	127597DS	M108391-6A5
CLU20839182	108391-82B	N10839182	NMU705-090-6	R150155	127597DS	M108391-6A5
CLU20839181	108391-81B	N10839181	NMU705-094-4	M151406	MU-155597-DSCB	M1083916G5
CLU20839174	108391-74B	N10839174	NMU705-064-4	M151406	MU-155698-SB10	M108391-5-G5
CLU20892582	108925-82B	N10892582	NMU455-044-4	R152705	MU-155698-SB-7	M10892511G5
CLU20893551	108935-51	N10893551	NMU455-054-4M	R151725	MU-155698-SB-9	M1089259G5
CLU20893551H	108935-94	N10893594	NMU455-147-6M	R153726	MU-155698-12-SB-9	M1089259G5
CLU20892582H	108925-10	N10892582H	NMU455-147-6	R151706	MU-155698-12-SB-7	M108935-14W5
	108925-20					
	108925-25					
CLU20839193	108391-93B	N10839174		R151405	MU-155698-SB-10	
CLU20839193H		N10839193H	NMU705-067-6	R151406	MU-155698-12-SB-10	M108391-5W5

CLUTCHES

CLUTCH PART NUMBER	DESCRIPTION
CLU20892582H	15.5 X 2 7 SPR 2050 TRQ
CLU20892582	15.5 X 2 7 SPR 1700 TRQ
CLU20839174	15.5 X 2 10 SPR 1650 TRQ
CLU1072378C	14 X 1.75 8 SPR 900 TRQ
CLU10805059	14 X 2 8 SPR 1400 TRQ
CLU20893551H	15.5 X 2 9 SPR 2050 TRQ
CLU1076835C	14 X 1.75 8 SPR 620 TRQ
CLU20839193	15.5 X 2 10 SPR 1860 TRQ
CLU20893551	15.5 X 2 9 SPR 1700 TRQ
CLU20839181	15.5 X 2 8 SPR 1400 TRQ

FLYWHEELS

FLYWHEEL PART NUMBER	DESCRIPTION
FLY1818214C91	14" FLAT 7.3 444E
FLY1821915C91	14" FLAT DT466
FLY23509709	15" DETROIT SERIES 60
FLY1265875	14" FLAT CAT 3116/3126
FLY1810855C93	14"FLAT DT 466
FLY3921263	14" FLAT CUMMINS 5.9B
FLY530GB3170	15" FLAT MACK E-TECH
FLY530GB3145BM	15" CUMMINS L10/ M11
FLY3042787	14" POT CUMMINS NT855
FLY4P4797	15" CAT 3406/3406E

ACCESSORIES

ACCESSORIES PART NUMBER	DESCRIPTION
CLA127200	2" 2 PC. HINGED CLUTCH BRAKE
CLA1272005	2" OVERSIZED 2 PC. HINGED CLUTCH BRAKE
CLA127760	2" TORQUE CLUTCH BRAKE
CLA6306V	VITON BEARING 6306
CLAK2468	MAJOR INSTALL KIT
CLAK2200	2" MINOR CLUTCH KIT
CLA6306M	PILOT BEARING W/SNAP RING (MACK)
CLA6306	PILOT BEARING
CLAK2175	1.75" MINOR CLUTCH KIT
CLA6306VM	VITON BEARING (MACK)



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